

Is the Battleship a Failure?

If it is within the discretion of the secretary of the navy to delay the building of battleships for which appropriations have been made it will be well for him to exercise that discretion. It can do no harm to await the outcome of the naval struggle in the far east.

That the Russian battleships have displayed little effectiveness in the operations at Port Arthur may or may not be due to the inefficiency of officers and men. Certainly the Japanese have handled their battleships with considerable success. But the disasters which have befallen battleships in modern times must be taken into consideration by naval constructors and navy department. During the war between China and Japan one of the Chinese battleships "turned turtle" in much the same manner as did the Petropavlovsk at Port Arthur, and the world will not soon forget the terrible catastrophe of the Camperdown and Victoria. The Camperdown crashed into the Victoria, which turned over and went down in a few minutes. The loss of life in each of these disasters was appalling, and this is something that should be reckoned with in the building of modern ships of war.

That the armament of battleships is so heavy that the vessels cannot be handled with success in naval operations except under the most favorable circumstances would seem to be the lesson conveyed by these disasters. They are too valuable to attack, too heavy in case of serious mischance and too slow to run away from danger. On the other hand, the value of the protected and armored cruisers was fairly well demonstrated by the recent raid of the Russian admiral with the Vladivostok squadron. On the first day Admiral Yeszen sailed as far as Wonson, 350 miles from his base, and blew up a merchant vessel. Fearing the approach of the Japanese fleet he put back to Vladivostok in all haste, arriving there within forty-eight hours of his departure. On the night of April 26 he set sail again, and on the following day he destroyed another merchant vessel and a Japanese supply ship, capturing over 200 prisoners in all, and succeeded in regaining the protection of Vladivostok harbor without mishap. Although the Japanese were within striking distance, their presence being betrayed by an intercepted wireless message, the Russian admiral was able to reach port safely, thanks to his fast cruisers and torpedo boats.

When Admiral Sampson started for Porto Rico during the Spanish-American war his fast vessels could make no better time than the slowest vessel in his fleet, the monitor Puritan. Had all his vessels been fast cruisers and torpedo boats or destroyers he might have intercepted Admiral Cervera on the high seas. While the result could scarcely have been more satisfactory to the Americans, it will be understood that the celerity with which an enemy can be destroyed will count for much in naval warfare, especially when it is possible to defeat the enemy in detail.

A fleet of fast cruisers can fight and get away, but battleships must stand and take it. The inability to avoid danger, or being in danger, to escape, is always a weakness in ships of war. Altogether the battleships have failed to prove their worthiness, and the distrust with which the gallant Admiral Markaroff regarded them has communicated itself to laymen as well as to naval experts.

Kansas Girls are Not Cattle.

Every true mother in the land, every decent, self-respecting woman, from Plymouth Rock to the Golden Gate, and from the great lakes to the gulf, owes a debt of deepest gratitude to Mrs. J. T. Harding of Kansas City, Kas.

A certain woman of the Sunflower

State not long ago proposed to have a "beauty show" of Kansas girls at the St. Louis fair, whereupon Mrs. Harding sent to the Women's club of Topeka the following breezy note:

"What mother wants her innocent and pure-minded daughter to be made a show of for the gaze of the public? All the world will be at the St. Louis exposition, and our Kansas girls are not for the inspection of all the world. It is all right to have a fine stock show from Kansas, but not a 'beauty show' of our girls."

We have never met Mrs. Harding, but if we ever do meet her we intend to bow low.

The young women of Kansas should rise up and call her blessed, for if in all the limits of the state they have a true friend it is Mrs. Harding—Mrs. Harding, the foe of the beauty show.

Beauty show! In what shallow, crazy, depraved mind did the idea have its birth?

It may have originated in the mind of a man, it may have originated in the mind of a woman, but the manliness of the man, if it was a man; the womanliness of the woman, if it was a woman, could not have been anything to boast of.

A manly man, a womanly woman, would never have thought of such vulgar and degrading thing as a "beauty show."

Imagine a really refined and innocent young girl sitting upon a platform at a great exposition, to be gazed at and ogled and discussed and commented upon by the great mixed multitude.

The supposition is quite impossible. No truly refined young girl would for a moment submit to such a thing. The bare thought of it would drive her well nigh mad. She would rather die than be subjected to such vulgar publicity.

True womanhood is not on exhibition. By the eternal law of nature it draws about itself the veil which the world must not lift.

The true woman may be beautiful, and for that beauty she may devoutly thank God, but she is not forever calling to the world to come and look at her—and to compare her with all the other women in creation.

There are women with pretty faces who have little else to boast of—little sense, and, what is still worse, little character. Such women may see nothing out of the way in exhibiting themselves to the gaze of the public, male and female, but the women who have sense and decency as well as pretty faces will not consent to the proposition which places them on a level with the cattle.

The coarse materialism of our American life has gone far enough, and it is high time that we had begun seriously to listen to such warning voices as that which rings out so clear in Mrs. Harding's letter to the Topeka Women's club.

Womanhood is the purest, holiest thing on earth, and we cannot cheapen or vulgarize it except at our peril.

This America of ours has nothing to depend on for its perpetuity and continual greatness but the womanhood of its women, and therefore we cannot afford to do less than pay that womanhood the highest reverence.

We cannot exhibit our women like cattle and expect them to remain modest, refined and self-respecting.

And so let us hope that Mrs. Harding's voice will be heard and heeded, so that there shall be no "beauty show" at the World's fair.—Rev. Thomas B. Gregory, in Chicago Examiner.

Curious Condensation.

The southern states are producing half the lumber cut in America.

Public benefactions in America during ten years aggregate \$610,410,000.

The Russian population of Siberia now numbers not far from 8,000,000.

British India now employs over one

million people in its cotton industries.

Dowager Queen Margherita of Italy has a lace handkerchief worth \$10,000.

The reach of a searchlight for practical use is 700 yards, but torpedoes can be used effectively from 1,200 to 4,000 yards.

While the consumption of Belgian cast iron shows an increase of 193,487 tons, the production increased only 147,450 tons.

The result of a cricket match in Melbourne was cabled to London, 17,000 miles, through nine relays, in two and a half minutes.

The production of steel ingots in Havre, France, in 1903, was 1,854,620 tons, against 1,568,302 tons in 1902, an increase of 286,317 tons.

According to a magazine devoted to engineering the Yukon river, which is 2,400 miles in length, is navigable by steamer for over 2,000 miles.

Eight hundred young men and women, representing 20 universities, attended a recent conference of student volunteers at Edinburgh to discuss "The Evangelization of the World in This Generation."

The increase in Belgian coal mines, as compared with 1900, amounted to 408,000 tons, or 1.75 per cent; with 1901, to 1,657,410 tons, or 7 per cent, and as compared with 1902, to 993,350 tons, or 5 per cent.

A recent United States labor bureau bulletin states that trade unionism in England is 25 years in advance of that of this country in its methods, and that sympathetic strikes are becoming unknown in England.

Within the past three years the export of pig iron from Germany to the United States has jumped from 5,339 tons in 1901 to 125,980 tons in 1903. Excepting Belgium, the United States is Germany's best customer in this line.

The Tamarack copper mine in the Lake Superior region, is said to be the deepest shaft in the world. It is now down 4,973 feet. The same company has another shaft which comes within 35 feet of being as deep as the Tamarack.

An official document has just been issued by the Italian government dissuading skilled mechanics from emigrating to the United States, as it is expected that the industrial prospect of this country will be much depressed in the near future and the number of unemployed enormously increased.

The piercing of the first Hudson river tunnel, which is parallel to the first, will proceed more rapidly. It is smaller in diameter, passes only through silt, and has a shield 70 per cent more powerful. It has advanced 1,300 feet at a rate of nearly 30 feet a day.

A Norwegian chemist has discovered a new and cheap process for making alcohol from sawdust. Sawdust is treated under pressure with diluted sulphuric acid, by which the cellulose is transformed into sugar, which, by adding fermentation producers, is converted into alcohol in the old manner and then distilled.—Pittsburg Dispatch.

Grover's Idea of Sanity.

Mr. Cleveland is generous in his compliments. He says that the 6,500,000 democrats who have not been voting the republican ticket have been "insane" and "unpatriotic." Sanity and patriotism, according to the Sage of Princeton, consist in voting for and with the party of imperialism and the trusts.—Johnstown Democrat.

An Associated press dispatch, under date of Washington, April 29, says: The committee directed by congress to investigate and report on the best methods of restoring the merchant marine of the United States today chose Senator Gallinger for the chairmanship and decided to hold a general meeting at the chamber of commerce, New York, May 23.



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